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TODAY'S WEATHER—Probably fair; not so cold; easterly winds.

YESTERDAY'S WEATHER—Maximum temperature, 26; minimum temperature, 16; precipitation, 0.10 inch.

PORTLAND, TUESDAY, JANUARY 28.

WE CAN SAVE OURSELVES.

Oregon should fly more with her own wings, and not cry so much for others to come and save her. We should not spend so much time and effort in attempts to gain the favor of Mr. Harriman or Mr. Hill, meanwhile neglecting the very force that will compel the homage of the vast interests those men represent. Oregon, and Portland as its chief seat of commerce—the chief seat of commerce for the whole mighty valley of the Columbia—should cease yearning and sighing and reaching so tremendously after the ineffable, the grand and distant and impractical things of commercial and community life, and settle down to digging in the home field, to use of the blessings that Nature has bestowed upon us so bounteously.

Large transportation combinations will not for the asking pour their power into Portland and make it great without an effort of its own. We may argue the natural advantages of this route, we may cajole, we may threaten, we may preach, we may pray to the powers that control artificial commercial lines, all to no purpose. Selfish interests turn them elsewhere. They come here only to get what we will give them. They take no part in the development of our home field. They spend freely for improvements a small part of the money we pay them. They are here because the strength of our position will not permit them to ignore us. They give as little as possible and take as much as possible.

This is the law of the business world, and we must recognize it. But we hold in our hands the power to compel recognition from the largest business interests. That power is home development. If we permit a few cliques of railroad manipulators and financial managers to control our heritage, to hold us in servile bondage, they will do it. They are not beneficent institutions, and all is fish that comes to their net. They may apportion railroad territory, giving Southern and Southeastern Oregon to San Francisco; Northeastern Oregon, the Clearwater region of Idaho, and even the Nehalem Valley, lying at Portland's door, to Puget Sound. They may think their interests better served by tapping Eastern Oregon from the east than by giving it easy connection with Portland. They may oppose letting Portland into the Big Bend country of Washington. But will Portland, will Oregon, will the vast and rich Columbia Valley, lie supinely and see themselves tricked and bandied and made a fool's bauble?

Portland is rich enough to help herself. She has the resources, geographical position and commercial prestige. Moreover, if we do not misread recent events, she has the spirit, the will, the energy to do so. In other words, Portland not only is rich enough to help herself, but she will do so; and do it in the interest not only of Oregon, but of the entire Columbia Valley. We shall do it by tapping the native richness of the country, giving regions now isolated convenient access to markets. We shall have such a railroad as the Columbia Southern to penetrate the heart of Eastern Oregon, with an extension on the northern end to free navigation on the Columbia if need be. We shall have such a line as that now projected from the Columbia River through the core of the Klickitat Valley, with immense possibilities beyond. We shall have such a road as that of the Portland, Vancouver & Yakima to the St. Helens mining district and beyond. We shall get access to the varied resources of the Nehalem Valley and the Tillamook country. We shall get out into the foothills of Clackamas County. These things we shall do, not dream over them and resolve impressively upon their eminent respectability—or we shall decay.

Then, when we do these things ourselves, we shall not lack for powerful friends. They will all be eager to assist us. The instruments to accomplish this lie at our hand, the field is waiting at our feet. The world has the right to expect us to use our opportunities before we send out the call for recognition. Our salvation lies in the cultivation of the home field. All else will be added.

The cotton manufacturers of the Carolinas, Georgia and Alabama, as well as the Eastern manufacturers, have appeared before the Senate committee on immigration in opposition to the Mitchell Chinese exclusion bill. They ask that no law be passed beyond the reenactment of the Geary law until the expiration of the present treaty, so that the whole matter may come up in 1904. These Southern manufacturers say that prior to the Boxer outbreak in China several Southern cotton mills shipped almost their entire product to the Orient; that since the restoration of order these shipments have been resumed, with a promise of a large increase, which might be checked by adverse Chinese legislation. This check would affect both the mills of the South and those of the North, because of the intensified home competition.

INDEPENDENCE TALK IS PREMATURE.

There is no lack of evidence, there has never been any lack of evidence, that the activity of anti-imperialism in the United States has held up the hands of the Philippine insurrectos. Bryan's campaigns, Atkinson's pamphlets and the grave protests of men like Senator Hoar have helped to keep the resistance alive, just as the copperheads of the North encouraged the South in the idea that no government could justly secure the consent of the governed by force, and prolonged the inevitable end of the struggle.

On the other hand, it is undeniable that some favorable effect—it is uncertain how much—would be exerted in favor of peace if the United States were to promise the Filipinos their independence. If it is said on one hand that there is no use negotiating with the insurrectos until our authority has been universally recognized, so it may be answered on the other hand that if the Filipinos were assured of their independence, their opposition to our temporary rule would measurably, perhaps almost wholly, give way. Here is a dilemma that is not to be settled without reflection. Is it our duty, then, to promise them independence, and bring the rebellion to an end?

Now, it so happens that speedy end of the rebellion is not the only thing required to be taken into consideration. The question what is best for the islands is not, as Senator Hoar and his allies seem to think, precisely equivalent to the question how to end the rebellion. To end the rebellion is an end to be desired, it is true, but it is not necessarily the only end to be desired. The real goal we must aim at is the welfare of the islands and justice to ourselves. The question whether the welfare of the islands will best be promoted by independence or by annexation is a question of fact, not a question of impulse, or even of precedent. It is to be determined, as other questions of National policy are determined, by expediency derived from evidence and reason.

Nothing is easier than to say offhand, as Senator Beveridge says, that the Philippines are to be the brightest jewel in our crown, and must by all means be retained. Nothing is easier than to say, as Senator Hoar says, that they are entitled to their independence and must be promised it. But neither of these propositions can be proven. The evidence is not at hand. It must be had before a decision can be made, and the only thing that can furnish it is time. Time will show whether the islands should be held or alienated. Nobody knows now. Opinions differ. We must wait and see.

Is it not clear, then, that talk of granting the Philippines their independence is premature? We can't promise it unless we know it is wise to grant it, and we can't grant it until we know that in their sober minds, with peace restored, business and industrial conditions normal, they desire it, and that the desire can be safely acceded to. Therefore there is nothing for us to do but wait.

It is not incumbent on a transferred territory to revolt as soon as the treaty of negotiation is made out. It is its right, as the American colonies did, to revolt from misgovernment; but until misgovernment has been demonstrated, rebellion is not in order. No one proposed to offer the Confederacy independence for the purpose of bringing the Civil War to an end. No one proposed amnesty to the leaders or full restoration to forfeited state prerogatives. Acceptance of the National sovereignty must come first, and concessions later. So in the Philippines.

Hawaii had her independence and asked for annexation. So did Texas. Cuba is to have her independence, but she may elect to prefer annexation. It may be just so with the Philippines. Time will tell. Talk of independence is premature. That is the objection to such utterances as President Schurman has felt called upon to qualify. The United States is not going to begin granting independence to the Philippines by abdicating in favor of men in arms against our rightful sovereignty. Peace first, and concessions afterward.

DRIFT TO GOVERNMENT OWNERSHIP.

The recent report of the Interstate Commerce Commission is a frank confession on the part of its members that the great railroad managers of the country treat the interstate commerce law with contempt; that they disobey the law; that the great railroad managers and their favored shippers are utterly without business honor and good faith in their attitude to the laws of the United States which attempt to deal with their traffic. The commission makes no suggestion of legislative reform which would be likely to prove effective; it seems to speak in the accents of despair rather than of hope of the future, and the keynote of the last two reports of the Interstate Commerce Commission has been a tale of discriminations and other injustice on the part of the railroads which it is powerless to prevent. The commission annually finds that the railways gouge the people at non-competitive points and defy the orders of the commission to discontinue their unjust squeezing of the shipper. The commission points out that whenever it is necessary to resort to the trick to thwart the exercise of its authority or intercession, the railway companies raise rates without changing them by changing the classification of the commodities to be affected.

Both in England and in this country the method of public control under private ownership has been fairly tried and found wanting. After fifty years of attempted government control in England, and fourteen years under the commission system in this country, the railways really control the Government. In both England and America the railway companies have been able to maintain exorbitant rates, both freight and passenger, and freight rates are so adjusted in favor of the long haul for imported goods as to discriminate injuriously against local producers. And in both England and the United States the political power of the railways is able to defeat genuine reform or relief. This situation cannot forever continue without a revolutionary solution, which is likely to come at no distant day in England and the United States in the form of the general-public ownership of railways. Whether this solution comes soon or late, it will depend on the future administration of the great railway managers of the country. If they continue to give cause for such severe indictment as they have recently obtained from the Interstate Commerce Commission, the general public ownership of railways will come before the end of the century.

The time has been when the leading men of both parties dreaded the assumption of so enormous an enterprise as the ownership and operation of the railways, but it is become a choice of evils at least, and successful public ownership in Belgium, Prussia, Australia and Austria has convinced us that the financial burden is not difficult to sustain. The political objection of a vast increase of Government employes is worthy of very serious consideration, but these employes would not be the people's masters, but the people's servants, who could be got rid of when incompetent or corrupt, while the present railway oligarchy are the people's masters, since they are non-removable by the people. General public ownership of railways is not without very serious objections, but the ablest thinkers on this subject believe that these objections are fully offset by the unjust discriminations and other impositions incident to private ownership. The railway magnates have abused their power and opportunity at the expense of the masses of the people too long and too wantonly much longer to escape revolutionary legislation.

HOW THE BRITISH PAY TAXES.

The South African War is a burden on Great Britain, but it lies on a nation that is in the habit of bearing whatever burdens need to be borne, whether in shouldering arms or paying taxes. About a year ago The Oregonian remarked that while the war would cost a pretty penny, the British people would provide the necessary funds and pay the price without grudging, whatever it should be. An elaborate analysis of the British imperial revenues, printed in the London Statist, affords abundant evidence that this British spirit of determination has been steadily shown.

It appears, then, so freely have taxes flowed into the imperial treasury, that there is today a surplus of some $40,000,000 in the treasury, already left over from estimated expenditures, and if the government chooses to spend to the limit in the fiscal year which ends March 31 next, it will have $1,000,000,000 at its disposal—a vast sum, and one which the Statist believes largely in excess of current needs. In other words, Great Britain is still the richest country in the world, and in spite of the enormous expenditures of the South African War, is able and willing to shoulder still heavier charges if they should be required.

The detailed showing is one of remarkable strength. The estimated revenues for 1901-1902 are £142,455,000, but £3,000,000 "in ways and means advances" were brought forward from 1900-1901, reducing the deficit to £51,876,000. The loans raised have amounted to £59,929,381, which leaves a surplus for meeting war expenses of £8,053,381. The ordinary expenditures for the current year, exclusive of the war outlays and inclusive of the sinking-fund appropriation, now suspended, amount to £131,653,000, while the revenues estimated to be realized are £142,455,000. Further, an additional sum, £2,300,000, will be received for the fiscal year of 1902-1903 from the new taxes imposed in the last budget. This makes, even allowing for shrinkage in taxes due to trade depression, a revenue for 1902-1903 which will exceed the ordinary expenditures by £14,102,000, and excluding the sinking fund would amount to £18,700,000. Leaving out extra expenditures for war material to the amount of £2,322,000, the revenues would exceed the expenditures by £21,000,000. The Statist thinks that if it is expedient to increase taxation the Chancellor may elect to raise the sugar duty from ½ penny to 1 penny a pound, which would give him £5,000,000 more. Any increase in taxation, it adds, is improbable.

The cost of the South African War has, indeed, been enormous, and the end is not yet. The Statist puts it at £163,500,000, including estimates for appropriations at the present session of Parliament, or $817,500,000. Should the remainder of the war expenditure after March 31 reach £60,000,000, the total cost would be £233,000,000, or in our money about $1,115,000,000. The actual borrowings to meet the expenses up to March 31 have been nominally £127,000,000, but the actual cash received has been £122,771,000, to which the sinking fund has added £9,971,000, making the total debt about £136,000,000. The surplus of revenue over ordinary expenditures has been £28,999,000 for the past three years, and the balance of £2,762,000 has been provided out of the free cash in the treasury on April 1, 1899. The war outlays for eighteen months to March 31, 1901, were £90,736,000, and the estimate for the fiscal year of 1901-1902 is £72,783,000, a total cost of £163,519,000, as already stated. Should another loan of £60,000,000 have to be raised, the total debt incurred would reach £187,000,000, and with the additions from the sinking fund for three years would make the total borrowings £200,000,000.

Despite the remarkable exhibit in financial strength, it is impossible to view this war debt of $1,000,000,000 without solicitude for the reception the legacy may have at the hands of future generations, if the pessimistic predictions of Great Britain's industrial decline should be fulfilled. The present generation, and doubtless the next, will take care of the obligations cheerfully. No one will ever complain, in fact, so long as the empire is prosperous. Large private and governmental returns are certain to arise from British Africa. But if business reverses and industrial gloom should settle down over the island kingdom itself, some very lugubrious plaints may vex the ears of British Ministers of the twenty-first century.

The report of the Railroad Commission of Massachusetts shows that the street railways are a rapidly growing factor in the transportation business of the state, while the steam roads are barely holding their ground. There has been no increase in the mileage of the steam roads for ten years, while the street railways show continuous and large increase of mileage. The law does not allow the street railways to carry freight, so that the steam roads show an increasing traffic for their freight service, but the passenger business of the steam roads has dropped from a total of 119,799,947 in 1893 to a total of 108,758,528 in 1901. In 1893 the average journey per passenger was 14½ miles, and it is now a little over 17 miles. This shows that the steam roads are being steadily driven from suburban to long-distance traffic, despite their more frequent train service and radical reduction of suburban fares. The street railways have become a seriously threatening factor to the passenger business of the steam railways, and if the street railways should succeed in persuading the Legislature to open the door to freight transportation, the steam railways would greatly suffer. The element of time gives the steam railways the advantage over the street railways in the matter of passenger traffic, but in freight transportation time is of comparatively small importance. The pressure of the great capital interests behind the street railways will sooner or later prevail upon the Legislature to give them the privilege of freight traffic. Why should they not have it? The concession would be in the interest of the people, for it would force the steam railways to be conservative in their charges on local freight traffic. It would be a vast convenience to the people of suburban towns in the matter of light freights like milk, fruit, garden produce, packages and parcels for country families, merchants and traders. In the interest of the public welfare and convenience, the street railways should be allowed to carry freight.

The Tacoma Ledger is still whining because The Oregonian does not print Tacoma wheat quotations. The Oregonian's reasons for not doing so were fully explained a few days ago, but the Ledger refuses to be comforted. It insists that Portland exporters, who handle nearly nine-tenths of the wheat which is shipped from Tacoma, are not in a position to give an accurate quotation on the wheat which they buy for shipment at the Puget Sound port. The Ledger endeavors to give out the impression that the branch offices maintained by the big Portland exporters in Tacoma have as much to say about making prices in the interior as the head offices in this city. It virtually acknowledges its error, however, by the following statement:

> Many ships originally chartered for Portland—something more than a score up to date this season—have had their orders changed to Tacoma. Is it to be assumed that Portland is to have credit for the shipments she did not get?

All that is necessary to be said regarding this is that the exporters who changed the orders of those ships are the ones who make the quotation on wheat at both Portland and Tacoma. These quotations, to be accurate and from first hands, must be secured from headquarters. The Ledger is departing from the original question when it "assumes that Portland is to have credit," etc. The Oregonian prints more wheat news than is printed by any paper in the State of Washington. It prints the news and also the quotations for the information of the wheatgrowers of Oregon, Washington and Idaho, and not for the purpose of flattering any particular port, nor for the purpose of giving Portland or Tacoma credit to which they are not entitled.

Mrs. Addie B. Richardson, on trial at Plattsburg, Mo., for the murder of her husband, with Stewart Fife, of North Yakima, as accomplice, was quickly acquitted of the charge. From the testimony adduced, it appears that Frank Richardson, deceased, was by no means an exemplary husband; that the wife had striven hard to save him from immoral practices, and that on the evening in which he entered his home suddenly and was shot for his jealous pains, she was engaged in trimming a Christmas tree for her children; that the shot which ended his life was fired in the darkness by a person unseen by and unknown to her. This story, told with tears, carried conviction of her innocence to the jury. Whether her story is true or not, there is no doubt of the humiliation and indignities that Mrs. Richardson had long suffered at her husband's hands, which will greatly, and not unnaturally, abate her grief because of his death.

A finely educated prisoner has recently been pardoned by Governor Nash, of Ohio, when he had almost completed a three years' sentence for grand larceny. He is a Syrian, speaks twelve languages fluently, and is a scholar of many attainments. Scholastic culture does not endow a man with moral sense or sensitive conscience, else Bacon would never have been corrupt, or Lorenzo di Medici cruel. The late George P. Marsh, once our Minister to Italy, was a very famous linguist, but in reviewing his testimony as a witness the attorney against whose case Marsh testified said: "The only difference between the Hon. George P. Marsh and his fellow-witnesses is that while they can lie in one language, he can lie in fifteen."

A woman, widowed and aged, who has brought up a large family of sons and daughters, is less an object of pity when she dies alone than she has been through weary months in which she has lived alone. Yet, when the former event occurs, the tender sympathies of the community, that had become accustomed to the latter condition and ceased to regard it seriously, are shocked; the children, who had permitted the old mother to "look out for herself," flock home to the funeral with manifestations of grief and surprise, and the occasion is treated as one of regret. The contradictions of human nature are manifest in such cases, and its shortcomings are painfully apparent.

The cant of Dalton is scarcely less wearisome than the bravado of Wade. Cowards both, the one seeks to veil his true feelings under bunglingly assumed piety, the other under grewsome gaiety. Equally guilty in intent when they set out together in quest of unearned money, equally guilty now as they face the gallows, they are one in cowardice, which is rendered by the one as repentance, by the other as mock courage. The public, in facing this double execution, is under a grievous strain. It will be well when the drop falls and the painful scene ends.

The Internal Revenue Collector at Philadelphia was recently removed upon the ground that he had taken part in the campaign, appearing on the stump in defiance of a warning he had received from Washington that such "pernicious activity" was incompatible with the Administration's policy as to the civil service.

Highwayman Thompson may as well own up without reservation. Like Jack Wade, he has reached the place where confession cannot work him additional penalty.

SOME REMARKS ON OREGON ROADS

An agent of the Agricultural Department at Washington is now in Oregon seeking to interest the people—and especially the people of the Willamette Valley—in the general subject of good roads. He has looked over the field and professes to see no reason why we should continue to flounder through muddy roads in Winter and suffer the discomfort of dust in Summer. Oregon, he thinks, ought to have good roads as well as California and the Eastern States; and he goes at length into the advantages which might be expected to follow the construction of model thoroughfares. All this is interesting enough, and, of course, precisely what is to be expected from one whose business it is, upon the basis of a suitable salary arrangement, to travel about the country and jolly up the people in the interest of the Agricultural Department.

This is not the first time the good roads agitation has struck Oregon. Indeed, we have had it many times and in various forms. And invariably it comes from somebody who is making a trade of it. In the Legislature before the last it took the highly "practical" form of a proposition for a state commission on a high-salaried basis to explain to the people what they need and to point out the ways in which roads ought to be built. And something like this is suggested nearly every session, not by the people who use the roads, but by somebody who would like the job of maintaining an office at Salem for the instruction of road-makers.

Now, the people of Oregon know as well as anybody the condition of their roads and the inconvenience under which they suffer for the want of better. It is a thing quite beyond the power of any scientific gentleman to explain anything about the roads of Polk County for example to one who has ever seen them in Winter—much less attempted to take a heavily loaded wagon over them. There is no trouble on the score of failure to appreciate the conditions. We are dead to rights as to the facts. We know, too, that good roads would be a tremendous advantage in attracting new population and in facilitating the business of the country.

And we know another thing, namely, that under the general conditions of the country at this time we have no more chance of getting anything approaching model roads throughout Western Oregon than we have of getting the moon for a football. Let us consider the matter seriously for a moment: The soils of Western Oregon are generally alluvial upon a clay basis. For eight months of the year there are frequent and for much of the time excessive rains. Water falling upon the surface is largely taken up and retained by the soft top soil, for the clay sub-soil, being measurably impervious, does not facilitate drainage. Now, it is not essential that one should be much of an engineer or to have had much observation of roads to see how these facts affect the road systems of this country. It makes bad roads, of course, and what is more it makes good roads a very serious problem, even if there were money in plenty to spend on road construction and maintenance. To make anything like a good road anywhere in the Willamette Valley it is necessary to make both a foundation and a top treatment—calling for rock and for "surface metal" in large quantities. And even the best roads under the test of our persistent rains, which keep their surface wet nearly half of each year, need constant and costly redressing. In brief, it is difficult and costly to build roads here, and difficult and costly to take care of them after they are built.

Furthermore, the population of this country from the roadmaking standpoint is very small and the industry of the country is on a limited and almost as yet a pioneer basis. Good roads, undeniably, would be a great convenience to the people, and would go far to promote business, and if there were some available good fairy to provide them it would be well and good. But there is but one way for this or any community to get good roads, and that is to make them; and in the present conditions of Oregon the thing is impossible. At the lowest possible estimate it would cost $3000 per mile to create even a fair road system in Western Oregon, and anything approaching a model system would cost two or three times as much. Of course, the thing is practically impossible. It would bankrupt the country to attempt it. The time will come when the country will be able to provide itself with good roads, when it will be economy to do it. But that time is not yet. Before it can be done there will have to be more people to share in the cost and a larger basis of taxable property.

After all there is nobody so well informed as to what the public wants and what it can pay for as the people themselves. Engineering skill is all right in its way, and it will be of great value when the country has reached a point in its development when it can make use of it. But nothing could be more ridiculous at this time than those profound counsels which, with the ideals of a model road system in mind, gravely assures us that there is no reason why Oregon should not have perfect roads. It is ridiculous because every practical man knows that the people have not got the money to pay the bills and that the present traffic of the country would not warrant its expenditure if they had.

In Eastern Oregon and in Southern Oregon there are generally different conditions and what is said above is not applicable to these sections. In the Eastern country there is much less rain, the country roads being even in Winter mostly dry as compared with the conditions of mostly wet in the Willamette Valley. The soil, too, is commonly better from a road-making standpoint. In many parts of Eastern Oregon all that is necessary for the making of a fairly good road is to grade and drain it, and this is everywhere being done. In Southern Oregon the conditions are largely the same. Grading, drainage and usage alone will make a good road in some districts, and in others it is only necessary to overlay the roads with the decomposed granite which is everywhere abundant to make them all that the interest or the convenience of the public requires. In either of these last named sections there is as yet little need for the scientific roadmaker, who has everywhere and under all circumstances the disposition to make road work as costly as possible.

Darien.

A. D. 1513—A. D. 1901.

The American Senate has ratified the isthmus treaty.—Washington Telegram.

"Silent, upon a peak in Darien"—
The Spanish steel red in his conquering hand,
While golden, green and gracious the vast land
Of the new world comes sudden into ken—
Stands Nunez da Balboa. North and South
He sees at last the full Pacific roll
In blue and silver on each shelf and shoal,
And the white bar at the broad river's mouth,
And long, ranked palm trees. "Queen of Heaven," he cried,
"Today thou giv'st me this for all my pain,
And I the glorious guerdon give to Spain,
A new earth and new sea to be her pride,
War ground, and treasure house." And while he spoke
The world's heart knew a mighty dawn was broke.

"Silent, upon a peak in Darien,"
Four hundred years being fled, a Greater stood
On that same height; and did behold the flood
Of blue waves leaping; Mother of all men!
Wise Nature! And she spake, "The gift I gave
To Nunez da Balboa could not keep
Spain from her sins; now must the ages sweep
To larger legend, though her own was brave.
Here on this ridge I do foresee fresh birth.
That which disparted shall bring side by side,
The sea shall sever what hills divide;
Shall link in love." And there was joy on earth;
Whilst England and Columbia, quitting fear,
Kissed—and let in the eager waters there.
—Sir Edwin Arnold in the London Telegraph.

RED APPLES, OR YELLOW?

On one hand we hear it gravely asserted that the Newtown Pippin is the "top-notcher" of Oregon apples, on another that the Spitzenburg is the "king of our fruits," and on various other hands that various other varieties of apples stand at the head. All this discussion, we beg leave to say, proceeds from a partial knowledge of what the conditions are which go to establish the supremacy of any particular variety of apple. Primarily, it is true that the apple which comes to the highest degree of intrinsic perfection is the best; but it is true only in a sense, for the "supremacy" or the value of any variety is directly and largely dependent upon the favor which it finds in the markets. What matters it in a commercial sense that the Oregon peach—when we can manage to get one—is the best peach on earth, in view of the fact that the crop is uncertain and that the fruit will not stand transportation to the general markets, where alone profit in a large way is to be found? It is, all must admit, the fellow at the other end of the line—the fellow who buys and pays—who is to determine what is our best fruit, or at least what is more profitable to grow, which comes practically to the same thing.

Now, there is a curious difference in the American and foreign taste for apples. The market of which New York is the center calls for a red apple and will have none other—that is, it will not pay the highest prices for any other. Whether it be habit, tradition, fashion or what not, the red apple is the thing for the American market; and it is this fact which gives the red Spitzenburg its vogue. In all likelihood, it is the fine appearance of the fruit which establishes the favor in which it stands, for, be it known, one of the largest uses of the apple in the East is for purposes of decoration, and any showy fruit which looks well on a sideboard or as an aid to the grandeur of a banquet spread, will find ready sale, and this, too, almost without respect to its intrinsic quality. It is this demand for decorative fruit which sells carloads upon carloads of California oranges every Fall after they have acquired their fine yellow color, but prior to the time of fuller maturity, when they are really fit to eat. But, be this as it may, the Eastern market calls for red apples in preference to any other and will take them in much larger quantities and at a range of from 20 to 40 per cent higher prices, as compared with fruit of similar quality but of another color. The red beauty of the Spitzenburg is only skin deep, to be sure, but it appears to be enough to determine the choice of the man we are all trying to please, namely, the man who buys and pays.

On the other hand, the European buyer wants a yellow apple and he is as insistent upon his whim on the point of color as is the Eastern buyer. Shipments of red apples and yellow apples made to the European markets invariably show returns largely in favor of the former. And so by chance good fortune we have two sets of buyers, each with a whim which we are able to satisfy.

Now, which is the better apple for us depends manifestly upon which is the better market, the domestic or the foreign. At this time it is unquestionably the former, and in all likelihood it will always be so. There is a growing market for our fruit on the other side of the ocean, but in the nature of things the larger market will be where we can put in our fruit at the relatively lower range of prices. But there is bound to be a very great and, we think, a steady market for all the apples we can grow on both sides of the ocean, and as yet the red apple and the green apple are running a fairly even commercial race. As to which may be grown most profitably will probably depend for all time upon conditions which each orchardist must study for himself. Some districts will for reasons only partly understood make a better Spitzenburg and others will make a better Pippin. As matters now stand there is profit enough in either.

WHERE, THEN, IS THE FAULT?

PORTLAND, Jan. 27.—(To the Editor.)—In the Oregonian of the 25th there appears an editorial commencing:

"We have bad streets in Portland because we have bad laws governing the construction and repair of streets." The editorial further states: "What we need is legal machinery by which the public will may get itself enforced." The public of Portland can get whatever it wants in the matter of streets. The charter of Portland gives ample legal power, it only needs to be put into operation. If the public will insist that the officers of the city empowered to enforce the charter on streets enforce it, and build streets according to the charter methods this city has, the streets and sidewalks will be the pride of our public, instead of its shame. The officers of the city ought to be alert to obey the public will, and will be. Let the public and The Oregonian urge a vigorous use of the legal power now in the charter. The charter has stood and will stand the test in the courts in the matter of street assessments. Now let the city officials assert their power for better streets. Let the public uphold them. If we wait for better streets until we get "better" (?) charter powers, then we will have to wait for better streets until the courts construe the new charter powers; then we will have to wait for better streets until the city officials who enforce the new charter use it vigorously; then by that time there will be another agitation for a "better charter" to improve streets with; and so the agitation for better charter will go on in the future as in the past, and the streets will remain as in the past. The trouble in the past, the present, and the future is simply lack of courage and carefulness in city officials and the public in street matters. Use the charter the city has, and it will make good streets and lots of them. No self-acting and efficient charter can be made. It is the public and the men who use the charter that are responsible for the results. Let the public insist on the use of the charter powers we have. If we ever get a "better charter" the public will have to insist that it be used or it will not build streets, and it will not be used unless the public insists on its use. Nothing in Portland can withstand aroused public will.

CITIZEN.

The whole motive and aim of The Oregonian in its discussion of the street law has been to get better streets. We care not whether it be done under one law or another or no law at all, provided it be done. Presumptively, the law is inefficient since little or nothing is done under it; but if, as the writer of the above letter declares, the fault is not with the law, then where is it? There is, so far as we can find out, but one disposition in the public mind with respect to streets, and that is to get better streets no matter at what cost; and it would seem that such a sentiment generally entertained would find a way to get something done. To repeat, public sentiment is all for good streets; the law, so this writer tells us, provides all the machinery that is needed; now, if all this is so, what is the matter—where is the dereliction upon which responsibility for our wretched streets rests? Is it the fault of those who interpret the laws or of those whose duty it is to execute them? It would be interesting to know what efforts have been made in this important matter by those officially in charge of our affairs.

His Usual Order.

Philadelphia Press.

Towne—You were saying you met Cassidy in Casey's saloon last night, and you heard him giving the Ancient Order of Hibernians—

Browne—Yes, so I did.

Towne—Why don't you finish it. What did he give them?

Browne—Oh! you misunderstood me. He merely gave the Ancient order of Hibernians. He called for whisky.

NOTE AND COMMENT.

It's a mean man who sprinkles ashes on a side hill walk.

China is preparing for war. War is also preparing for China.

Congress might begin the work of aiding irrigation by re-enacting the canteen law.

If Southern negroes expect to get their death notices in the papers they must be lynched in pairs.

Events are continually demonstrating that under certain conditions dynamite can be made to explode.

A curious phenomenon
We notice 'round the town
Is that while this cold snap keeps up
The mercury keeps down.

Schley says he doesn't want to be President. He seems to know how to keep his hold on his reputation as a hero.

Jack Wade mourns because he cannot enjoy the skating. Maybe he thinks there won't be any where he is going.

The sled went speeding down the hill
At a tremendous pace,
And those who saw it knew it took
The shortest way to grace.

The Indians are to be made to cut their hair. Why thus discriminate in favor of poets and football players?

Charles M. Schwab will probably be more successful at breaking steel consumers than he was with the bank at Monte Carlo.

It is said that Prince Henry speaks English. He will have use for the language in all the American cities he visits except Milwaukee.

Miss Stone will be released today. If you wonder where you've seen that before, look through the files for three or four months back.

If, as is now asserted, mosquito bite cures rheumatism, the average Summer resort ought to settle an ordinary case in about one night.

J. Pierpont Morgan may not be able to get everything with his money, but if he were here now he could afford to hire a cutter for an hour or two.

Another survivor of the battle of Waterloo has been found, and his name will be written on the proud roll which bears those of the 793 survivors of the charge of the Light Brigade.

A Sunday school superintendent of San Francisco was making a fervid prayer a few Sundays ago, and asked the divine blessing upon each and every enterprise in which the school was interested. He closed his petition to the throne of grace in the following words:

"And now, O Lord, bless the lambs of this fold and make them 'meet for the kingdom of heaven.' Amen."

The stewards of the English Jockey Club announce that at no meeting in Great Britain held under their rules will an average of more than two selling races daily be permitted, and they declare, futhermore, that no trainer will be allowed to register himself under an assumed name. These regulations are evidently sound and wholesome, and ought to be adopted promptly upon the American turf.

Charles W. Pearson, professor of English literature in Northwestern University, whose paper declaring that the Bible is not infallible aroused indignation among Chicago Methodists, has long been an advocate of the revision of the creed of the Methodist Church. Two years ago, in a paper read before the General Conference of the Methodist Episcopal Church, he stated that the story of Eve was a myth, and that the Christian churches should abandon all creed.

M. De Witte is perhaps the greatest Finance Minister Russia has ever had, and in his last report has painted as gloomy a view of the industrial and economic situation of the empire as any of his predecessors have done in its darkest days of war, bankruptcy and famine. The metal industries, he says, are on the verge of ruin; the textile nearly as bad; in 20 years the productivity of the land has diminished over one-quarter; an acre produces less than one-fifth of the same area in America; the number of houses has diminished nearly one-half in 30 years; nearly half the population are hopelessly in arrears with their taxes, and the only parts of the empire which show any signs of prosperity are those inhabited by non-Russian populations—Finland, Poland and the Caucasus. It is not a favorable showing for Russia's aggressive purposes, though she is little accustomed to abate them on account of hard times or the penury and sufferings of her people.

How to Stop Heresy.

Louisville Courier-Journal.

The fact that Professor Pearson, of the Northwestern University, an institution conducted under church auspices, has questioned some of the miracles of the Bible has naturally created a commotion in certain orthodox circles. "If," says the Rev. F. A. Hardin at a meeting of ministers in Chicago, "I had the power and ability I would skin that man, salt his hide and tack it up on the barn door before the ordinary preacher could sharpen his jack-knife." What a pity that Brother Hardin has not this power. Perhaps, if he had, this whole question of the miracles might be conclusively and permanently settled to everybody's satisfaction.

PLEASANTRIES OF PARAGRAPHERS

The Tragedian—My parents tried hard to keep me from becoming an actor. The Villain—I congratulate them on their success.—Tit-Bits.

No Doubt About It.—"Bridget, what did you say to Miss Smith when she called?" "I tould her you were out this toime for sure, ma'am."—Harper's Bazar.

Encouraging.—He—Yes, I won $40 last night at poker, but you know the saying, "Lucky at cards, unlucky at love." She—Oh, b—but, surely, you aren't superstitious, are you?—Brooklyn Life.

After the Proposal.—He—Do you think your mother will be surprised? She—Yes, indeed. She was saying only this afternoon that she didn't believe you'd ever get up the courage to propose.—Judge.

The Two-Legged Kind.—First Politician—They want to introduce voting machines down in my ward. Second Politician—We've had them walking around in our ward for years.—Baltimore American.

Genuine Game.—"So, despite all your efforts, your client didn't escape the death penalty, eh?" "No; he had to go at last, poor fellow." "Did he die game?" "Literally so; the papers said that a sight of the gallows made him quail."—Richmond Dispatch.

Young Husband—Don't you think, darling, that it would spoil the curtains if I should smoke? Young wife—You are the best and most considerate husband that ever lived, dear, of course it would. Young Husband—Well, then, you'd better take them down.—Tit-Bits.

Emil Twyeffort, president of the Merchant Tailors' National Exchange of the United States of America, says: "We have not followed the example of the trusts, because we are artists, and not tradesmen. Can you imagine Michael Angelo and the old masters in a trust?"—Boston Evening Transcript.